

The Hongkong Telegraph.

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MONDAY, JULY 6, 1908.

一拜禮

號六月七英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
Kobe. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWHONGKONG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKAO TAKAMIOHI,
Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates—

For 12 months 4% per cent. per annum.

6 " 3 " " "

3 " 2 " " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.
Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).
RESERVE FUND FL 5,378,375
(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Charbon,
Tegal, Pecalongan, Pasuruan, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Achen), Bandjermasin.
Correspondents at Macassar, Bombay, Colom-
bo, Madras, Pondicherry, Calcutta, Bang-
kok, Saigon, Haiphong, Hankow, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS

BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and corre-
spondents in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

6 " 3 " " "

3 " 2 " " "

J. L. VAN HOUTEN,

Agent.
Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000

STERLING
£15,000,000 at 2/- = \$15,000,000
SILVER
\$15,000,000 at 100 = \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. Henry Keswick, Chairman

E. G. Barrett, Esq., Deputy Chairman

E. G. Barrett, Esq., E. Shullim, Esq.

O. G. R. Broderick, Esq., R. Shaw, Esq.

G. Friesland, Esq., Hon. Mr. H. A. W.

O. S. Gubbay, Esq., Slade.

O. R. Leismann, Esq., H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTRY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per Annum

For 6 months, 3% per cent. per Annum

For 12 months, 4% per cent. per Annum.

J. R. M. SMITH,

Chief Manager.
Hongkong, 21st May, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 4% PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.
Hongkong, 12th January, 1907. [8]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1813

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,250,000

RESERVE LIABILITIES OF PROPRIETORS

..... £1,200,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.

" 6 " " " 3% " "

" 3 " " " 2% " "

JOHN ARMSTRONG,

Manager.
Hongkong, 13th May, 1908. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow

Kobe, Peking, Singapore, Tientsin

Tientsin, Tientsin, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussische

Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne) Frankfurt

am Main

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Koeln.

Bayerische Hypotheken und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITHS

BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO-GESELLSCHAFT

INTEREST allowed on Current Accounts

DEPOSITS received on terms which may be

earned on application. Every description

Banking and Exchange business transacted.

A. KOEHN,

Manager.
Hongkong, 4th December, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	MARMORA	About 9th July.	Freight and Passage.
LONDON, &c., via usual Ports	MALTA	11th July.	See Special Advertisement.
SHANGHAI, MOJI, KOBÉ & YOKOHAMA	SYRIA	About 18th July.	Freight and Passage.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	SOCOTRA	About 18th July.	Freight only.

For Further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 4th July, 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

REAL BARGAINS IN

SECOND HAND PIANOS.

COLLARD	\$175
HAAKE	175
ROSENKRANZ	175
RUSSELL	250
IRMLER	250
STEINWAY	250
ALLISON	300
RONISCH	300
CHALLEN	325

ALL HAVE BEEN THOROUGHLY OVERHAULED, TUNED AND REGULATED.

Steinway	Semi-Grand.
Pleyel	Do.
Winkermann	Baby Grand.
Collard	Do.

LANE, CRAWFORD & CO. [38]

V. O. S.

AND

EXTRA SPECIAL FINEST
LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 2nd July, 1908. [40]

THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Swatow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [63]

FABST BREWING COMPANY.

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.

Agents for

HONGKONG & SOUTH CHINA

(Hongkong, 2nd July, 1908. [11])

Notices of Firms

NOTICE.

WE have this day admitted Mr. WIL-
HELM HELMS and Mr. FRITZ
LIEB as Partners in our Firm.

Mr. C. A. H. WESTERBURGER has been

authorised to Sign our Firm per Procuration.

ARNHOLD, KARBURG & Co.

Hongkong, 1st July, 1908. [63]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,360 Tons, "KINSHAN" 1,995 Tons,
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,451 Tons and "SUI-TAI" 1,451 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing

Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. Monday do. \$6.00

MACAO-CANTON LINE.

S.S. "HOI-SANG".

Departures Postponed.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and

Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are

lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's

Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and

from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects

with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

Hotels.

MACAO HOTEL. SPECIAL REDUCED SUMMER RATES.

PER DAY \$ 4.00 to \$ 7.00 according to room selected.

" WEEK 25.00 " " " "

" MONTH 90.00 " " " "

WEEK-ENDS—SATURDAY AFTERNOON 10: MONDAY MORNING \$7.00 to \$10.00.

Two Persons occupying One Room, will be charged A Rate and A Half only.

Children under 12—Half Rates.

SPECIAL TERMS FOR FAMILIES.

Excellent cooking by AH CHEONG for over Seventeen Years Chief Cook with the late

Mr. J. W. OSBORN. [1]

HOTEL CRAIGIEBURN,

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"GORDEN" Capt. B. Wilhelm	WEDNESDAY, Noon, 15th July.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"SCHARNHORST" Capt. L. Maass	About WEDNESDAY, 15th July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. W. v. Senden	THURSDAY, 5 P.M., 16th July.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Semblitt	End of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 2nd July, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, TOURNAI	"Lancelin"	6th July, P.M.	
MARSEILLES, VIA PORTS	"POLYNESIE"	Martin	7th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, ARMAN D'BEHIC	"Gulouet"	10th July, P.M.	
MARSEILLES, VIA PORTS	"CALEDONIE"	Lemoussier	21st July, 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,
ACTING AGENT,

Hongkong, 23rd June, 1908.

QUEEN'S BUILDINGS.

CHARGEURS REUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA TO HONGKONG in 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER.....13 Days.

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL EXELMANS ..25th July.	* CEYLAN ..25th Nov.
* OUESSANT ..27th Aug.	* CORSE ..11th Jan.
* MALTE ..12th Oct.	

No passengers. * Intermediate class and rates of passage.

New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,
(Agents)

Hongkong, 28th March, 1908.

WEST RIVER BRITISH S.S. COMPANIES

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.9 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Soottis, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHU	SHANGHAI	First half July	JAVA	First half July
TJIPANAS	JAVA	First half July	SHANGHAI	Second half July
TJIBODAS	JAPAN	Second half July	JAVA	Second half July
TJIKINI	JAVA	Second half July	JAPAN	Second half July
TJILIWONG	JAPAN	First half Aug.	JAVA	First half Aug.
TJILATJAP	JAVA	First half Aug.	SHANGHAI	First half Aug.

The Steamers are all fitted throughout with Electric Light, and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to—

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 6th July, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAD," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The steamer, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Sundays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

Hongkong, 28th March, 1908.

BARRETTO & CO.,
Agents.

Intimation.



It is from France only,
made with FRENCH BRANDY,
and the herbs cultivated in the gardens
and those indigenous to and grown on
the pastoral mountains of the estate of
LA GRANDE-CHARTREUSE
and used soon after being gathered,
that it is possible to obtain the liqueur
known all over the world as
"CHARTREUSE"

For Sale.

ALFRED HERBERT RENNIE, Deceased.

SALE BY PRIVATE TREATY.

THE TRUSTEE in BANKRUPTCY of the Estate of the above Deceased invites offers for the purchase by private treaty of the undermentioned property, viz—

ALL THAT PIECE or PARCEL of GROUND situate at Victoria in the Colony of Hongkong containing an area of 129,560 square feet and known and registered in the Land Office as Inland Lot No. 1,693 held under a Crown Lease for the unexpired residue of a term of 75 years from the 9th day of April, 1901, at the annual Crown rent of \$552 Together also with all that substantially built residence standing on the said Piece or Parcel of Ground or on some part thereof known as "The First."

The residence is exceptionally well situated on an elevation close to the junction of the Magazine Gap and Bowen Roads and close to the Bowen Road Tram Station.

The House is a fine two-storied building containing every modern convenience.

The Building contains large Basement and well arranged Laundry.

On Ground floor—Drawing Room, Billiard Room (full size) and Dining Room, Kitchen and other usual offices.

On First Floor—Two large Bed Rooms with Bath Rooms adjoining; Boudoir and Dressing Room.

The Out-buildings include Stabling and a Fine Swimming Bath.

The Out-offices and Coolie Quarters are conveniently situated and exceptionally well built.

The Grounds and Garden, which are well laid out, include a Grass Tennis Court and are large enough to allow for a considerable extension of the present buildings.

Offers to be sent to—

Messrs. JOHNSON, STOKES and MASTER,

8 Des Voeux Road Central, Hongkong.

Solicitors for the Trustee in Bankruptcy of the Estate of the late A. H. RENNIE,

Deceased.

Hongkong, 10th June, 1908.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Orders will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. FARLAEN
Manager.

Hongkong, 22nd June, 1908.

TYPEWRITERS

A SPECIALITY

OVER TEN YEARS' EXPERIENCE

CLEANING, OVERHAULING,

and REPAIRING

ALL BROKEN PARTS.

SATISFACTION GUARANTEED.

Also

FOR SALE and HIRE.

MODERATE CHARGES.

MOTOR

LAUNCHES

ON HIRE

AT BLAKE PIER.

A GREAT BOON TO PASSENGERS

TO and FROM STEAMERS

AND

ALSO ROUND THE ISLAND FOR

PICNIC PARTIES, &c.

Fares from \$2 per Hour.

HUMBER CYCLES

AGENCY.

DRAGON CYCLE

DEPOT.

33 & 35 DES VOEUX ROAD.

Hongkong, 18th June, 1908.

NOTICE

THE Public are hereby informed that no

change has been made in the Rates of

subscription to the Hongkong Telegraph and

they are warned against paying more than

Ten Shillings (10 sh.) per Single Copy.

THE MANAGER.

Hongkong, 10th September, 1908.

To Let.

TO LET

GODOWN No. 1A, DUNDAS STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 8th May, 1908.

TO LET

NOS. 4 and 5, LEIGHTON HILL

ROAD.

Apply to—

HONGKONG AND KOWLOON

LAND AND LOAN CO., LD.

No. 5, Queen's Road West.

Hongkong, 30th March, 1908.

TO LET

A HOUSE in KNOTSFORD TERRACE,

Kowloon.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 9th June, 1908.

TO LET

FIRST FLOOR of No. 6, QUEEN'S

ROAD, Central, containing 6 Rooms

and Servants' Quarter.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 22nd May, 1908.

TO LET

GOOD OFFICES at 2, PRADDER STREET.

Apply to—

JARDINE, MATHESON & Co., LD.

Hongkong, 28th May, 1908.

TO LET

OFFICES and ROOMS on the 1st and 2nd

Floors of No. 14, Des Voeux Road

Central (formerly occupied by Messrs. Shawan

Tomes & Co.)

Apply to—

THE COMPTON DEPARTMENT,

E. D. Sassoon & Co.,

Queen's Road Central.

Hongkong, 9th June, 1908.

TO LET

HOUSES in AUSTIN AVENUE, Kowloon

at \$50 plus taxes per month.

Immediate possession.

Apply to—

A. RAYMOND,

C/o S. J. David & Co.

Hongkong, 17th June, 1908.

TO LET

SHOP and DWELLING HOUSE, No. 79,

QUEEN'S ROAD CENTRAL.

ONE ROOM in PRINCE'S BUILDING, Top

Floor.

Apply to—

S. J. DAVID & Co.,

Prince's Building.

Hongkong, 1st June, 1908.

TO LET

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE

BUILDINGS, and No. 168, Des Voeux

ROAD next to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

OFFICES on TOP FLOOR, No. 2, COM-

MAUGHT ROAD, facing the Cricket

Ground.

No. 10, DES VOEUX ROAD CENTRAL,

1st Floor.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 9th June, 1908.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRAGERS (TASTELINESS) FORM.

A WONDERFUL DISCOVERY.

This is the story of a man who, after years

of suffering from rheumatism, has been

restored to health by the use of THERAPION.

The story is told in a book which is now

being published in English, French, and

German. It is a book which is worth

reading by every man who is suffering

from rheumatism, and by every man who

wishes to know the truth about this

terrible disease. It is a book which is

worth reading by every man who is

suffering from rheumatism, and by every

man who wishes to know the truth about

Intimations.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Everything
for
Ladies' and
Children's
Wear.

Specialists
in
Tropical
Clothing.

**GENTLEMEN'S
DEPARTMENT,**
28, Queen's Road.

Ideas
for
Summer
Wear.

Coollest
Showrooms
in the
East.

Wm. Powell, Ltd.,
General Drapers,
Furnishers,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.

Intimations.

THE FLOOD FUND BAZAAR.

To be held at
KENNEDYTOWN
From July 15th to 16th, from 2 P.M. to 2 A.M.

**GIFTS FROM EUROPEAN LADIES
AND GENTLEMEN** for sale at the
Bazaar are solicited and will be highly
appreciated.

All gifts to be forwarded to the Chairman,
Mr. FUNG WA CHU, or to Mr. HO KONG
TONG, the Vice-Chairman, or to the following
Members of the Committee, which comprises
altogether One Hundred and Eighty Ladies
and Gentlemen.

Hon. Mr. WEI A YUK, C.M.G.
Mr. LAU CHU PAK.
Mr. CHAN KANG YU.
Mr. LAI KWAI PUI.
Mr. TAM HOK PO.
Mr. CHAU SIU KI.
Mr. WONG LAI CHUEN.
Mr. TAM TSZ KONG.
Mr. LEUNG PUI CHI.
Mr. PUN YAN TSUN.

Hongkong, 4th July, 1908. [639]

NOTICE OF REMOVAL.

WE have this day REMOVED our
OFFICE from No. 1, King's Building
to the premises hitherto occupied by the
Pacific Mail S.S. Company, FIRST FLOOR,
QUEEN'S BUILDING, Chater Road.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 5th July, 1908. [640]

A. CHAZALON & CO.,
6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English
preserves just to hand.

**TRUFFLED SAUSAGE,
BREAKFAST BACON,
CALF'S HEAD & HAM,
PEAS & HAM,
PORK, MUTTON & VEAL CUTLETS,
CHICKEN & HAM,
VEAL & GAME PATES,
MUTTON & CHICKEN CURRY,
ASSORTED SOUPS,
FRENCH JAM &
FRUITS IN SYRUP, &c.**

Hongkong, 8th May, 1908. [635]

**THE
PRIMA PROVIDENT LOAN AND
MORTGAGE CO., LTD.**

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
Advances on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

**THE OFFICE OF
TRUSTEES, EXECUTOR OF WILLS,
ATTORNEY & Co.,**
Undertaken and Executed.
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th March, 1908. [648]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUIAR STREET,

HONGKONG.

Hongkong, 2nd September, 1907. [646]

THE RAPION MAY NOW ALSO BE OBTAINED

IN DRAGEE (TASTELESS) FORM.

CURE NO FICTION!

NO SUFFERER

NOW DESPAIR,

but a doctor's bill or fall in to the

arms of a quack, may easily be avoided

by the use of the RAPION, which is a

new and powerful medicine, and is

the only one which does not harm the

system, and is the only one which

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A PASSING GLIMPSE OF
EMPIRE-MAKING.

From the 'wonders of this Trans-Siberian
Express' a very interesting panorama is passed
before one of an Empire in the making. I am
doing the journey for the second time, and it
now takes only seventeen days from London
to Tokyo, but I am taking nearly twenty,
as I spent a day and a half in Moscow,
and will spend twenty-four hours in Vladivostok.
The journey is not as monotonous as
one would imagine, and the train is extremely
comfortable. We are in the 'habit of hearing
Americans bragging about their trains, but I
have been across the States and Canada by all
the principal routes, and there is none to com-
pare for thorough comfort with this. Here
there are lofty and roomy private compartments
which obviate the necessity of going through
that painful acrobatic ordeal of dressing and
undressing behind a bulging curtain and hav-
ing one's toes trodden on by people traversing
the passage, which is only an item in the dis-
comforts of American travelling. The food is
plain, but excellent and well cooked, especially
the fish, sturgeon and sturgeon, which are to be
got to perfection from these Siberian lakes and
river. The cars are very heavy, the track is
well laid, and as the pace we are going at is
only twenty or twenty-one miles per hour the
vibration is very slight, so that one soon almost
forgets one is travelling at all. At present the
train is a single one the greater portion of the
way, but a double one is being laid as far as
Irkutsk, and in time will be extended to
Vladivostok. This will enable the journey to
be shortened, while we are waiting for the per-
fecting of Mr. Bremner's monorail to bring us
within the possibility of spending week-ends
in Tokyo. The rate of progress now we
spend about two hours a day stopping at
stations, but the time can hardly be regarded as
wasted if it is spent in taking much-needed ex-
ercises. One of our fellow-passengers is getting
off to-morrow at Harbin and going by rail via
Tientsin and Peking to Hankow, and in a few
years' time it will be possible to go from

CALCUTTA TO HONGKONG

by rail. From Moscow, which we left on April
5, the ground was still covered with snow until
two days before reaching Irkutsk, and there
was a hard frost every night that showed on
every twig and blade of grass, producing
glorious effects in the early mornings,
especially while passing through the Ural
Mountains or the forests. All the rivers we
passed were, of course, still frozen hard and
one could see by the numerous sleds on them
what useful winter highways they are. At
numbers of stations our express passed long
trains filled with families of emigrants, migrat-
ing to Siberia—literally thousands we must
have passed, so that it is easy to believe the
statement that they are now going at the rate
of a quarter of a million a year. What a
useful outlet for the overflung fecundity of the
race!

The carriages of these trains are very much
like our cattle trucks, with small windows high
up, at which the faces of children are invari-
ably to be seen, and provided with wooden berths
for sleeping on, and a stove in the middle on
which they cook their own meals. It is not
the custom for the male members of the family
to go, but first to break ground; but the entire
family, including little babies at the breast,
goes bodily together. One is immediately
struck with the

MAGNIFICENT PHYSIQUE OF THESE PEOPLE
broad-shouldered, deep-chested men and
women with muscles developed by field work; so
it is not surprising to see their children the
sturdy, thick-set little things they are. What
an asset for a nation a breed like this. At
every station there are shops which do a brisk
business in huge loaves of bread, milk, kvass,
dried fish, and terrible-looking sausages, a
selection of which paterfamilias can be seen
carrying back to the expectant occupants of his
car. What a great picnic it must be for these
kids; there are sweetshops at these stations
also, and children are the same all the world
over; and if you can induce the least shy to
accompany you to make a selection you will
soon have a little group that will quickly de-
monstrate what an amount of enjoyment is
purchasable by a few kopeks. But how slow
and stolid in comparison with most other
children; and no wonder—mummified in sheep-
skin nearly half the year, to keep them alive
against the mummifying blanket of snow and
bitter winds and razor-bladed sleet of their
long, dreary winter. We do not realize what
this means, but any one who condemns the
Russians for the illiteracy of the peasantry
should travel through Russia in the winter, and
he will find his answer in the snow.

From the Urals onwards we can see where
portions of that

GREAT MIGRATORY ARMY

have already encamped, or see them actually
debouching on the plains for their continental
conquest. This work of theirs of Empire-
building is absolutely admirable. We may
talk about the corruption, bribery, and robbery
that seem to be a necessary concomitant part
of every Russian enterprise, and one might
expect that the result would be bad and
grotesquely defective; but, strange to say,
such is not the case. For instance, in the
great engineering enterprises of the world
there is certainly not one that was carried
through with such an attendant amount of
robbery as this Trans-Siberian railway on
which we are travelling now. No one knows,
and no one will ever know, what it cost beyond
what might be considered the most liberal
estimate. Yet, after all, the resulting work is
good. The line is well and solidly laid, the
rolling stock good and superabundant, whatever
the cost. This was proved during the terrible
strain of the late war, when hundreds of thou-
sands of troops were successfully and rapidly
transported across it to Manchuria. The same
applies to the transport of this great peaceful
army of emigrants. The work is being well and
thoroughly done. The summer timber-driving

is thick in thousands, and not alone think for
our day, but for generations yet unborn. The
villages, which are now merely a collection of
a few wooden houses, may one day be great
cities, and the 'wastes' are carefully laid out.
Some people have

A YAGUE IDEA

that Siberia is a vast, barren country, for the
most part impossible of cultivation, with a ter-
ribly severe climate and very poor means of
communication for the transport of produce.
This is indeed by no means the fact. A great
part of the country, especially that which be-
traversed by this railway and the whole water-
shed of the Amur, is covered by a deep layer
of loess, the same black soil that supports the
millions of China, and which extends up
through Manchuria, across Siberia, into South-
ern Russia. I remember during the war trav-
elling for over a day along the dry bed of a
stream where the banks showed this soil from
twenty to thirty feet deep. It was not sur-
prising that the crops of kowliang on the sur-
rounding country were so high that when rid-
ing on good-sized Manchurian ponies one could
not see over them. The climate of Siberia in
winter is little worse than that of Canada, and
it must be remembered that these emigrants
we now pass daily are not like our emigrants
to Canada, but that these have been inured
from childhood to the rigours of a Russian
winter. As regards communication and the
transport of produce, the country is net-
worked with the finest waterways in the
world; there are those immense rivers, the
Irish, Ob, Yenesei, etc., flowing north, the
Amur, with its tributaries, flowing east, and the
tributaries of the former rivers are so closely
situated that the scheme has been projected of
joining them by short canals, which would
give continuous water communication right
across the country. As regards the mineral re-
sources of the land, large though the output is,
not one-fifth of the country has been prospected.
Twenty-seven tons of gold was taken from the
Imperial Government mines alone last year.
These returns do not include the amount sold
by the managers on the quiet to Chinese. I
know of one Imperial mine producing silver,
lead, and gold which has never been returned
as reducing the last, its annual gold output
being taken care of by the managers.

From the window of the carriage where I am
writing, at a very small station where we have
stopped for water, a typical picture of

THE SETTLEMENT OF SIBERIA

is presented—a few solidly-built comfortable-
looking loghouses are dotted along the partly-
wooded hillside, with a pretty-looking little
toy-like church in their midst, frames of other
houses have just been up, and these new
dwellings are to be seen in every stage of
construction. Some families only just arrived
are encamped in rude tents, the men are hard
at work sawing logs and felling trees and a
couple of teams are at work ploughing, turning
up that rich black earth that has lain undisturbed
since last the mammoth in search of truffles
roamed in it with his tusks. A good-sized
river runs at right angles to the railway; it is
just the site that may develop into a great city
one day; the lines of broad streets and ample
squares are already pegged out amongst the
growing trees with confident foresight. I
would feel inclined to speculate in a corner
plot, but this new Russia is reserved for
Russians, and foreigners cannot buy or own the
land.

What a chance for these settlers from a life
of semi-serfdom! Here they get the land given
them free; for the first three years are exempt
from all taxes, for the next three only pay half,
get agricultural implements supplied them on
the easy-payment plan, and in various ways
are helped by their truly paternal Government.

If I were Russian Minister of Finance I
would bring out along this route parties of
French investors to show them something of
the nature of their security, the vast rich plains
capable of supplying bread to the world, the
pasture lands, the mines, and these expectant
virgin solitudes, where the pine forests cover
the mountains like the shadow of God, and the
mighty rivers flow on like His Eternity.
George Lynch, F.R.S., in 'The Pall Mall Gazette.'

TWO SISTERS IN CEYLON

CURED OF ANAEMIA (BLOODLESSNESS) AND
ITS ATTENDING ALIBMENTS BY
Dr. Williams' Pink Pills.

Talking not long ago about the merits of
Dr. Williams' Pink Pills as a Blood-Tonic
medicines, Mrs. Dickson, of 'St. Helens',
Kotta Road, Colombo, very kindly gave per-
mission for the publication of the facts of her
own two daughters' cases, hoping that the
information might be of use to other mothers,
or to other suffering anaemic girls.

"Some years ago two of my daughters,
one eighteen and the other nineteen years of



age, fell into an anaemic condition," said Mrs.
Dickson. "They became weak and thin, their
complexions assumed an unhealthy pallor,
they were troubled with headaches, and lost
the bright and happy spirits which all girls
ought to have. Their appetites, too, were so
poor that nothing that I could get seemed
tempting enough to make them eat. When
their headaches came on they could not sleep.
They always seemed tired out, as if they had
and so on, and appeared to be just an ordinary

in the morning as when they went to bed the
night before. One of them, too, had

PAINTING'S FITS

"Physicians prescribed medicines for my
daughters but these only helped for a little
while, they did not cure. Then their father,
through reading accounts in the papers of
cures wrought by Dr. Williams' Pink Pills for
Pale People, was led to think that these Pills
would be helpful to our girls. He proved to be
right, for after taking two or three bottles of
Dr. Williams' Pink Pills both the young ladies
regained strength and appetite, began to sleep
soundly at night, and recovered their natural
healthy complexions. They became happy
and bright again; quite restored, healthy and
vigorous girls. This happened about four
years ago, and since then they both have been
quite well. I am sorry that they are not here
now so that you might see them, but I present
them to you in Kandy visiting friends. I am
sure that my daughters would be quite as
pleased as I am to allow the publication of
these facts, so great is their faith in Dr.
Williams' Pink Pills. My late husband, too,
had a very high opinion of them, especially after
they cured our two daughters."

The great remedy for Anaemia, even when
it has gone so far as to become "Decline" or
early Consumption, is Dr. Williams' Pink Pills
for Pale People. These Pills have cured
thousands of girls and women—and men too—
of Anaemia, and of all the complaints arising
therefrom. What the sufferer most wants is
some good red blood, and these Pills are the
ideal blood medicine, because they not only
cleanse the blood, but they make blood—
strong, healthy, rich blood which, circulating
through the system, soon restores all the
organs to a vigorous healthy condition. That
is why, also, Dr. Williams' Pink Pills are the
recognised specific for Nervous Debility, Early
Decay, Malaria, Indigestion, Liver Troubles,
Headaches, Paralysis, Beri-Beri, Rheumatism,
Sciatica, Pimples, Boils, Eczema and Skin
Diseases, the special ailments of ladies, and
the after-effects of Fevers, Dysentery, and
Chills. Obtainable at most shops where
medicines are sold, also direct from the Dr.
Williams' Medicine Co., Singapore, who send
6 bottles for \$8/- or 1 bottle for \$1.50, post free.
Men broken down by overwork, excesses, or
residence in unhealthy climates are speedily
restored by their use.

Intimations.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar
at pupil's residence.

Evening engagements for Dances and
Concerts.

Apply to—

E. J. LOPES,

C/o Hongkong Telegraph Office,

Hongkong, 9th March 1908. [632]

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF

SHIPS' STORES AND REQUISITES.
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 2nd March, 1908. [641]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th June, 1908. [640]

Dr. M. H. OHAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

14, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 19th April, 1908. [640]

Consignments.

"SHIRE" LINE OF STEAMERS.

LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND STRAITS.

THE Steamship

"MONTGOMERYSHIRE."

Captain Jackson, having arrived from the above
ports, Consignees of Cargo are hereby in-
formed that their goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees'
risk and expense.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, 6th July, at 2 P.M.
All Claims must be presented within fifteen
days of the steamer's arrival here, after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 6th July will be subject
to rent.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 30th June, 1908. [643]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NUBIA."

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 7th inst., at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 1st July, 1908. [7]

Intimations.

PEAK TRAMWAYS COMPANY,
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 15 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 15 minutes.
NIGHT CARS, as on Week Days.

SATURDAYS.

Extra cars at 8.15 p.m., 11.30 p.m. and
11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MAGAZINE EXPLOSION.

IN SHANTUNG.

[By courtesy of the "Shung Po"]

Peking, 5th July.

On the afternoon of the 4th inst., there was an explosion in a magazine at Chai-nam-fu, in Shantung province.

Many people were injured.

A NAVY FOR CHINA.

THE RE-ORGANISATION SCHEME.

[By courtesy of the "Shung Po"]

Peking, 5th July.

It is resolved by the Ministry of War that the naval re-organisation scheme should be completed within eight years.

CHINESE TELEGRAPHS.

THE NATIONALISATION SCHEME.

[By courtesy of the "Shung Po"]

Peking, 5th July.

The Ministry of Posts and Communications has decided that shareholders in the Chinese Telegraph Administration who may have surrendered their shares before the 7th moon shall receive \$170 a share.

Those surrendering their shares after the 1st day of the 7th moon will have them assessed at a value to be ascertained later on.

CONSTITUTIONAL GOVERNMENT.

DATE OF INSTITUTION.

[By courtesy of the "Shung Po"]

Peking, 6th July.

The Grand Councilors have limited the period within which to institute a Parliament to six years.

Subsequently they received several representations from various societies urging a shorter period of time.

It has, accordingly, been decided to hold a conference in the presence of their Majesties the Emperor and Empress Dowager to resolve the question.

[Reuters.]

Persia.

LONDON, 3rd July.

Telegrams received at St. Petersburg from Tehran report that order is being everywhere restored, and that the people are organizing a demonstration in honour of the Shah.

Great Britain and Russia are supporting the request of Prince Zillies Soutan for permission to leave Persia.

Later.

Reuters's Teheran correspondent wires that Colonel Liskhoff is doing excellent work in the town, and that looting and robbery have ceased since the establishment of martial law.

British Naval Manoeuvres.

The Admiralty have ordered that all civilians invited to the British naval manoeuvres must disembark.

The exclusion of the Press and outside observers, accentuates the importance of the manoeuvres, for which an enormous naval force has been collected under the supreme command of Admiral Lord Charles Beresford.

Britain's Finances.

4th July.

Mr. Lloyd George, speaking at the Bankers' dinner held at the Mansion House, dwelt upon the difficulties with which the Chancellor of the Exchequer is confronted, owing to a falling revenue, diminishing trade, and a constantly increasing expenditure. He doubted if we were getting real value for our gigantic expenditure, and was of opinion that the nation must realize that only in economy could real efficiency be found.

Canada and the Opium Trade.

Ottawa reports that the Canadian Government is about to introduce a Bill prohibiting the importation, manufacture, or sale of opium except for medical purposes.

The railways going out to China and Australia in the cruisers *Chrysanthemum* and *Gibraltar* are to embark in their respective ships before, instead of after, the naval manoeuvres, as previously ordered. The *Chrysanthemum* is to take on a new crew for the *Arcturion*, which will be re-commissioned for further service on the Pacific Coast.

FISHING IN JUNK BAY.

USE OF PROHIBITED NETS.

In the Marine Court, this morning, before the Hon. Commissioner Basil Taylor, R.N., Harbour Master, Policeman J. Munday charged eight fishermen with unlawfully failing to remove their fishing nets from Junk Bay after having been warned off by the Harbour Master on the 3rd inst. They all pleaded guilty. P.C. Munday stated that at about 3.30 p.m. on the 3rd inst., he found all the defendants at work at their nets. The nets were prohibited nets with floating logs, and a notice was posted in their village last May prohibiting their use. The excuses offered were many and varied. The first defendant stated that he knew nothing about it. He did not see the notice. Another stated that his nets had always been there, a very ingenious explanation, no doubt, but not acceptable to the Harbour authorities. One pleaded ignorance of the law. The others had nothing to say. They were each fined \$5, or, in default, 7 days' hard labour.

NO LIGHTS.

In the same Court, Policeman Jackson charged Leung Luk, master of a fishing boat, with failing to carry between sunset and sunrise at the foremast head of his junk a bright, white light visible all round the horizon whilst under way in Victoria harbour on the 4th inst. It was stated by P.C. Jackson that at 9.10 p.m. on the 4th inst. he saw defendant's junk sailing with no masthead light. He went alongside and asked why the lamp was broken. He was returning from Shau-ki-wan at the time. There was no wind blowing—or hardly any. Defendant said that the lamp was blown down by the wind and broken that evening. The wind was very high. He was fined \$5, or 14 days' imprisonment.

DUMPING.

Leung Pak, master of licensed steam-launch *Hoi Chu*, was charged by Lau Fat, a Chinese constable, with throwing rubbish from his launch in the waters of the Colony, also ashes, at 9.4 a.m. on the 2nd inst. Lau Fat stated that as he was coming from Sam-shui-po to Hongkong, he saw defendant's launch throwing ashes overboard off Yau-mai-ti. Defendant's excuse was that the fireman was a new arrival and that he was unaware that he was committing an offence. Defendant was at the wheel, and consequently could not see a fine of \$50 was imposed on the master, or, in default, 6 weeks' hard labour.

A NEGLIGENT LAUNCH-OWNER.

Policeman A. C. Burford charged Mok Man Cheung, owner of the steam launch *Kam Po*, with failing to have legibly painted on each bow and stern of his launch in English and Chinese the number of passengers she is allowed to carry on the 22nd ult. in Victoria harbour. It was stated by the prosecutor that at 8.30 a.m. on the 22nd ult. he found the number on the bows of defendant's launch illegible. It had been painted over. It was properly painted at the time the summons was served. Defendant admitted the offence. He had no time to attend to it personally. He was fined \$1.

STEAM-WHISTLE NUISANCE.

Policeman Jackson charged Leung Kwong Yui, master of the private steam-launch *Tai Koo Chay*, with unlawfully blowing his steam-whistle other than for the purpose of navigation at 11.30 p.m. on the 1st inst. in Victoria harbour. He denied the charge. P.C. Jackson stated that at 11.30 p.m. on the 1st inst. in the Man-of-War Anchorage, he heard a steam-launch's whistle blown—5 blasts in succession. He followed her to Blake Pier and boarded her. He asked the coxswain for his licence, which he produced. He replied that a European on board blew it. He told the latter that it was forbidden to blow the whistle other than for the purpose of navigation. The gentleman said that he was blowing it in order to see some friends off by the G.R.M. mail. Defendant stated that he had no time to stop the European gentleman, as the latter was in a hurry. He was fined \$10 or two months' hard labour.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow. Included in the orders of the day are the following:—Correspondence relative to the Estimates for the Sanitary Department for the year 1909. Application for a modification of the requirements of Section 180 of the Public Health and Buildings Ordinance, 1903, in respect of the proposed house on Island Lot No. 1300. Application for permission to erect a water closet at the Brewery Office on New Kowloon Marine Lot No. 3. Further correspondence relative to cubicle accommodation in the City of Victoria. (Blocks Nos. 92 and 93); and further correspondence relative to cubicle accommodation in Kowloon.

THE receiving ship *Tamar*, Hongkong, will get the balance of her crew after the naval manoeuvres, one-half having gone out earlier in the present year. The river steamer *Kimika*, and sloops *Cadmus* and *Clio* will get full new crews on re-commissioning. We learn that the increased pay for service in the small craft on the Chinese rivers is much appreciated by those interested, although the increased emoluments are by no means generous. Still, they are a recognition of well performed work under difficult circumstances.

Mr. James Kennard Davis has resigned the London agency of the North China Insurance Company, Limited, in consequence of ill-health, and has accepted a seat on the London committee. Mr. William George Baynes (late secretary of the company at the head office, Shanghai) has been appointed agent in London. Mr. Davis carries with him in his retirement the good wishes of a large number of friends. Mr. Davis is a well-known and popular figure among "Old China hands". His association with the North China Company goes back to 1865, and he has acted successfully as agent of Hongkong, secretary at Shanghai, and for the last eleven years as agent in London.

THE "KNIGHT COMMANDER."

On the 2nd ult., Mr. Hart Davies asked the Secretary of State for Foreign Affairs whether any further progress had been made in the settlement with the Russian Government in the case of the *Knight Commander*. Sir E. Grey: The Russian Government have declined the proposal of His Majesty's Government that this case should be submitted to arbitration. I am now considering what further steps should be taken.

SENSATIONAL DERBY RESULTS.

OWNER INTERVIEWED.

"BLUE RIBBON OF THE TUFF" GOES TO ITALY.

Place aux dames! A lady—and the only filly in the race—has won the Derby, and the happiest man in Europe to-day is that charming old gentleman (Chevalier Gioioretta)—an Italian nobleman, a millionaire, but first and foremost and always a sportsman and a real, true lover of horses, writes H. A. in the *London Morning Leader* of 4th inst. The blue ribbon dangles at his button-hole, the dark olive of his skin is broken up into a thousand wrinkles of happiness. He is all laughter and gesticulation. There are no more words for him to conquer: unlike Alexander, he's not sighing for them. "Evviva il Cavaliere!" "Hooray!" The nobleman bows, and the dark eyes flash once more out of the network of wrinkles. "Thank you!" he says, and bows again.

THE SCENE ON THE DOWNS.

Tensandreds and tens of thousands journeyed to the Downs under the blazing sun all along with excitement to witness a struggle between—at least—six of the best colts in the world. Which would be the winner nobody could tell; but there was an electric thrill running through this tremendous crowd surging on hill and dale, that this was going to be the King's Derby. So, loyalty, and an honest wish that the First Sportsman in Britain should win the Derby for the third time filled all hearts with enthusiasm. The Downs throbbed with it.

The glory of the sun poured fiercely down from a steely sky. The new white paint which covered the big grand stand like a bridal garment cracked and blistered under it. The crowd steamed and struggled, still pouring on to the course in uncomfortable numbers. In the distance they seemed to dance, and waver like something unreal and inhuman in the heat-baz. The long, white roads leading from London—from everywhere—were for once long, black, ever moving rivers choked with mankind and motors, with dust curling over them like evening mist. Still, somehow, everybody managed to get there in time for the Great Event; and the pulse of humanity, quickened by sunshine and excitement, began to throb until you could almost hear it.

Into this mighty crush at lunch-time came royalty, cool and smiling. The Queen, looking charming as ever, was with the King; and they both bowed and smiled to the roar which welcomed them. With their Majesties were the Prince and Princess of Wales, the Duke and Duchess of Connaught, and the Princesses Victoria. The sight from the royal box was amazing. Not a speck of green anywhere—simply hats, hats, heads, and shiny faces, with arms waving here and there wherever an arm could jerk itself out of the ordinate squeeze. And, cheers!

THE PARADE.

And now for the parade, the center past the royal box, and the race. In the parade this and that, that and this, were pointed out and commented on by the huge crowd with much knowingsness. Perrier was cheered wildly, and if looks were anything he deserved it. He whistled his tail and tossed his head. "Oo-h!" gurgled the experts, as Sea Sick came along, with Stein patting his glossy neck; "what a beauty!" And so on, and so on—with not a word for the lady horse, last but not two in the parade, and unnoticed by the luck, every soul of which was ogling some of the cacks which were prancing proudly on ahead.

Out of the hazy-burly down below, as the horses cantered off to the starting-gate, the brazen shouts of the bookmakers came up— "Five to one on Moran, 111. . . five to one Mountain Apple. . . A roar . . . and then 'hundred to one Sletta.' Poor little Sletta, to be thus curtailed and belittled! Just a sonnet!" Presently, a mile and a half away, where the heat-waves danced and shimmered and all the colours blurred into a badly-focussed rainbow picture, the white flag shot up over the heads of the thick black smudge which showed where the crowd had congregated for the start. There was a long delay. Varnose was fussy and fretful, with his head where his tail ought to be. The tapes were twice broken—once by Sessick and once by a false start in which three or four horses dashed off in search of glory all too soon.

OFF AT LAST.

At last they were off, in fair order, streaming up and up to where the crowd thinned to vanish, with the horses, in the dip at the top of the hill. On the height above Tottenham Corner they came into sight again, and the music of the multitude began to break, swelling fast to the highest pitch of long-pent excitement. Then—down, down the hill at a killing pace, with the colours of the jockeys now standing out clear and sharp in the sunshine. Mountain Apple—Sir Archibald—White Eagle—thudding it together, the rest somewhere—anywhere—in a tearing turmoil the crowd, the network of Derby crowd, now in an ecstasy of hope and fear and suspense—now falling to Moosaine Apple! Now—Norman! Now—Archibald! And into the straight the covering crowd of the track.

Today's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE."

Captain Lancelotti, will be despatched for the above Ports TO-DAY, the 6th inst., at 7 P.M.

For Freight or Passage, apply to P. NALIN, Acting Agent.

Hongkong, 6th July, 1908. (14)

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAIMUN."

Captain Robson, will be despatched for the above Ports on FRIDAY, the 10th inst., at 2 o'clock P.M.

A reduction of 20% on First Class Fares to Foochow, will be made during the Month of July, August and September.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 6th July, 1908. (146)

and Mr. Henry Chaplin's bulgy silk hat suddenly swept the duskness of night into my vision, the shouting ceased magically, as if the whole world had been struck dumb; and when I could see again over Mr. Chaplin's head (now bare and undergoing the process of a prodigious mopping with a large silk handkerchief) I read on the number board the amazing figures:

16—9—3.

FLABBERGASTED!

So the dear little filly had won! Epsom Downs were upside down; the world was flabbergasted—and still silent. Then in ones and twos people began to regain consciousness, and either to laugh or swear, according to their lights—or their temper.

Actually they had forgotten to cheer the Derby winner!

But presently a little, round-shouldered gentleman, with a rather shabby-looking Panama hat shading his dark face, and a brown cutaway coat, hanging loosely from his shoulders, pivoted out into the course as Signorinetta came in with heaving flanks and eyeballs glowing red fire. The filly snuggled her nose into his trembling hand as he put it out to lead her in—and then the cheers broke, belated perhaps, but truly British in their appreciation of a foreign triumph on British turf. Epsom was herself again. The Chevalier tried to raise his Panama, but it stuck fast, and the crowd laughed and cheered again.

There was just the suspicion of a tear glinting in the Chevalier's dark eyes when I spoke to him.

OWNER INTERVIEWED.

"Did you expect to win?" I asked, expecting to hear an expression of amazement. "Yes—yes!" he replied excitedly. "Did I not tell my friends again and again, and still again, that la belle Signorinetta had—had—well—a chance; and a good chance. I am happy—I am delighted, for the little Signorinetta has beaten the flower of the flock. My heart was set on this race. And I have won it; and I am more pleased because I have bred the Derby winner. Signorinetta was her dam, and does not everybody know the famous dam of Signorinetta? Signorinetta's black muzzle stole over the Chevalier's shoulder. He patted it softly; and I believe in the face of the whole crowd he would have kissed it, only at that moment the cry of 'All right!' came out of the weighing-room, and the proud filly was whisked away. The crowd thronged; the Chevalier's hand was well-nigh shaken off; congratulations poured in from all sides. This was the day he had lived for and dreamed of!

Really, it was a most amazing Derby!

HONGKONG WATER POLO ASSOCIATION.

FIXTURES.

First Round:—V.R.C. v. 8th Co. R.G.A. C.Y.C. v. 8th Co. R.G.A. Tamar v. 8th Co. R.G.A. R.H.K.Y.C. v. Royal Engineers. To be completed by July 11th.

Second Round:—V.R.C. v. 8th Co. R.G.A. C.Y.C. v. 8th Co. R.G.A. Tamar v. 8th Co. R.G.A. R.H.K.Y.C. v. 8th Co. R.G.A. To be completed by July 18th.

Third Round:—V.R.C. v. 8th Co. R.G.A. C.Y.C. v. 8th Co. R.G.A. Tamar v. 8th Co. R.G.A. R.H.K.Y.C. v. 8th Co. R.G.A. To be completed by July 25th.

Fourth Round:—V.R.C. v. 8th Co. R.G.A. C.Y.C. v. 8th Co. R.G.A. Tamar v. 8th Co. R.G.A. R.H.K.Y.C. v. 8th Co. R.G.A. To be completed by August 1st.

Fifth Round:—V.R.C. v. 8th Co. R.G.A. C.Y.C. v. 8th Co. R.G.A. Tamar v. 8th Co. R.G.A. R.H.K.Y.C. v. 8th Co. R.G.A. To be completed by August 8th.

Sixth Round:—V.R.C. v. 8th Co. R.G.A. C.Y.C. v. 8th Co. R.G.A. Tamar v. 8th Co. R.G.A. R.H.K.Y.C. v. 8th Co. R.G.A. To be completed by August 15th.

Seventh Round:—V.R.C. v. 8th Co. R.G.A. C.Y.C. v. 8th Co. R.G.A. Tamar v. 8th Co. R.G.A. R.H.K.Y.C. v. 8th Co. R.G.A. To be completed by August 22nd.

Referee:—Mr. T. Meek. Official goal-keepers:—A. A. Alver, E. Herbert, Staff Sergeant W. Western, Sergeant Hall, J. Walton, Cook, Baker, Whittle, and Sapper Burgess.

On Wednesday, afternoon at 6 p.m. the V.R.C. team will meet the 8th Co. R.G.A. in the first round, which is expected to be a good match as these were the two best teams which met in the final last year, in which the V.R.C. won the R.G.A. by a small margin of 2 goals.

Today's Advertisements.

REMOVAL NOTICE.

PACIFIC MAIL STEAMSHIP COMPANY.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TOYO KISEN KAISHA.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

ON and after this date, the OFFICES of the above Companies are located in the KING'S BUILDING, Connaught Road. In the offices formerly occupied by the Hamburg Amerika Linie.

Hongkong, 6th July, 1908. (1641)

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

WEDNESDAY,

the 8th July, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A QUANTITY OF

WINES AND SPIRITS.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th July, 1908. (1642)

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

FRIDAY AND SATURDAY,

the 10th and 11th July, 1908, commencing each day at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF

JAPANESE CURIOS,

Comprising:—

KINKOSAN SATSUMA VASES, PLATES

and TEA SETS, MAKUDZU and ARITA

VASES and TEA SETS, BRASS and

BRONZE WAR, OLD CLOISONNE

VASES, BOWLS and PLATES, IVORY

CARVINGS, GOLD DAMASCENE WARE,

SILK-EMBOILED CUSHION

COVERS, BED COVERS, KIMONOS,

MOTHER-OF-PEARL INLAID SCREENS

and PINELS, KAGA TEA SETS, &c., &c.

Catalogues will be issued.

TERMS—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 6th July, 1908. (1645)

FROM EUROPE.

THE H.A.L. Steamship

"SAXONIA."

Captain Habel, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignee's risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 6th July, 1908. (1643)

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INDRAMAYO."

Captain E. A. Thirkell, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, 13th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 6th July, 1908. (1644)

S.S. "TOURANE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex s.s. *Madoc*, and from Bordeaux ex s.s. *Villa d'Arna*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

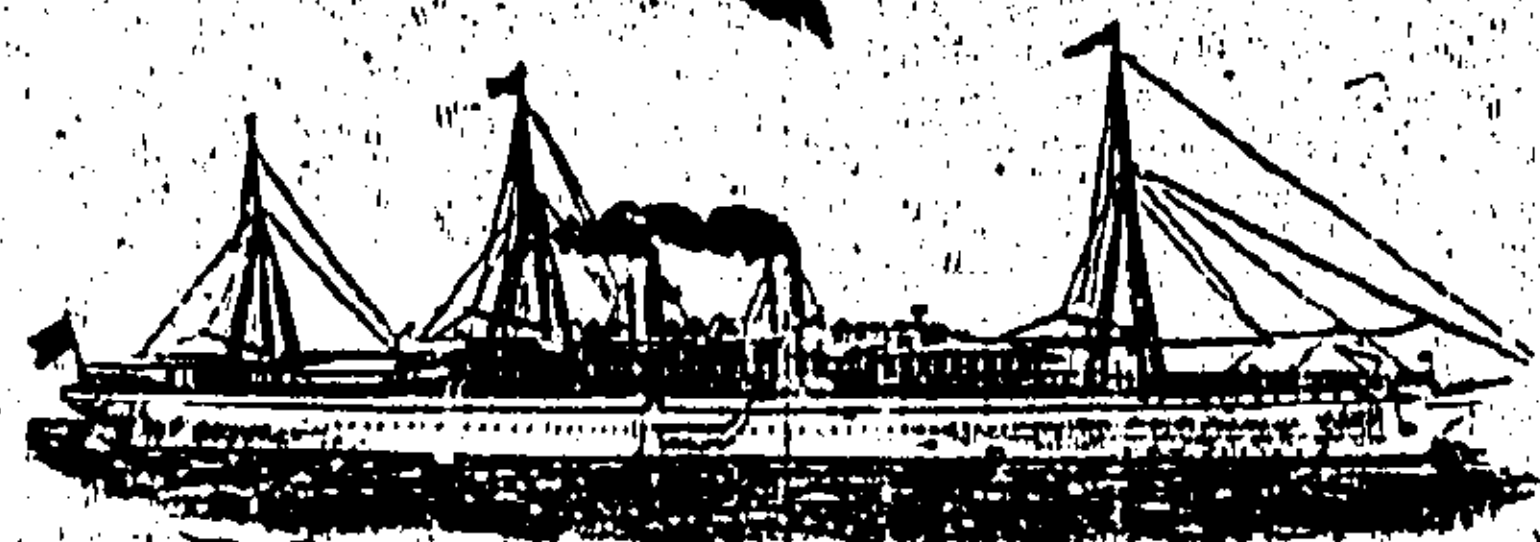
Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 13th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 13th July, as they will not be recognised.

All damaged packages will be examined on MONDAY, the 13th July, at 3 P.M.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel, 12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	6,163	SATURDAY, July 11th	Aug. 4th
"EMPRESS OF CHINA"	6,000	SATURDAY, July 25th	Aug. 15th
"GLENFARG"	3,700	SATURDAY, Aug. 8th	Sept. 6th
"EMPRESS OF INDIA"	6,000	SATURDAY, Aug. 15th	Sept. 5th
"EMPRESS OF JAPAN"	6,000	SATURDAY, Sept. 5th	Sept. 26th
"LENNOX"	3,700	FRIDAY, Sept. 11th	Oct. 11th
"EMPRESS OF CHINA"	6,000	SATURDAY, Sept. 26th	Oct. 17th

(Subject to Alteration).

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

"EMPRESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palms "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, £40. 0. 0.

First-class rates to London include cost of Meals and Berth in Sleeping-Car, while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, General Traffic Agent for China, &c., Corner Piddar Street and Pray's, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA NINGPO	"YAT-SHING"	WED. DAY, 8th July, Noon.
SHANGHAI	"KUEI-SANG"	THURSDAY, 9th July, Noon.
MANILA	"YUE-SANG"	FRIDAY, 10th July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	"KUI-SANG"	WED. DAY, 15th July, Noon.
MOI	"KUEI-SANG"	THURSDAY, 16th July, Noon.
MANILA	"LOO-SANG"	FRIDAY, 17th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAN-SANG"	SATURDAY, 18th July, Noon.

RETURN TO RS TO JAPAN.

Occupying 14 Days.

The steamers "Kuei-sang," "Nan-sang" and "Loo-sang" leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chiao, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61, Hongkong, 4th July, 1908.

CHINA NAVIGATION CO., LIMITED.

For	Steamers	To Sail
MANILA	"TAMING"	7th July, 4 P.M.
AMOY & SHANGHAI	"HANGCHOW"	7th "
HAIPHONG	"LINAN"	8th " 9 A.M.
AMOY & NEWCHANG	"KWITANG"	9th " 4 P.M.
MANILA, ZAMBOANGA, THURSDAY	"TAIYUAN"	3rd Aug.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th July, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon emblems—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates.
ZAIRO	2540	R. Rodger	MANILA	SATURDAY, 11th July, at Noon.
RUBI	2540	Almond	"	SATURDAY, 18th July, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 4th July, 1908.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA," Captain R. A. Peters, carrying "His Majesty's Mails," will be despatched from this for BOMBAY, &c., on SATURDAY, the 11th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "China," 8,000 tons, from Colombo, B.S. Company's accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on 23rd August, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 29th June, 1908.

NORTHERN PACIFIC LINE.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.

"Suvarin" 6,232 Shotton 23rd July.

"Kamurik" 6,232 Cowley 19th Aug.

"Shawmut" 9,666 Roberts 16th Sept.

"Tremont" 9,666 Garlick 6th Oct.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "Shawmut" and "Tremont" are fitted with very superior accommodation for first and second-class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

* Storage Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 2nd July, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "SURUGA" 18th July.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 27th June, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.

SHUN ON S.S. CO., LD.

No. 1, Queen's Road West.

Hongkong, 2nd July, 1908.

Shipping—Steamers.

COMPAGNIE DES MESSEAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOURANE,"

Captain Lancelotti, will be despatched for the above Ports TO-DAY, the 6th inst., at 7 P.M.

For Freight or Passage, apply to P. NALIN, Acting Agent.

Hongkong, 6th July, 1908.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports TO-MORROW, the 7th July, at 2 o'clock P.M.

A Reduction of 20% on First Class Fares to Fochow will be made during the Month of July, August and September.

For Freight or Passage, apply to DOUGLAS L. PRAIRIE & CO., General Managers.

Hongkong, 6th July, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"GARNARVONSHIRE"

will be despatched for the above Ports on or about the 10th July, 1908.

For Freight and further Particulars, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd June, 1908.

FOR VLADIVOSTOK.

THE Steamship

"ORANGE BRANCH,"

Captain MacClelland, will be despatched for the above port on or about the 15th July, 1908.

For Freight and further particulars, apply to DODWELL & CO., LTD., Agents.

Hongkong, 3rd July, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched as above on TUESDAY, the 21st July, at Noon.

This well-known Steamer is specially fitted for Passengers and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1908.

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.85 per Bag ex Factory.

Canton Fresh Water Fish—Hoi Sin Yu.

Carp—Li Yu.

Catfish—Chik Yu.

Codfish—Mun Yu.

Crabs—Hoi Yu.

Cuttle Fish—Muk Yu.

Dab—Sa Mang Yu.

Dace—Wong Mei Lun.

Dog Fish—Til Yu Sa.

Eels, Congor—Hoi Man Yu.

Fresh water—Tan Sui Yu.

Yellow—Wong Shu.

Frogs—Tien Kai.

Garoupa—Sek Pan.

Gudgeon—Pak Kup Yu.

Herring—Tao Pak.

Halibut—Cheung Kwai Yu.

Labrus—Wong Fa Yu.

Loach—Wu Yu.

Lobsters—Lung Ha.

Mackerel—Chi Yu.

Monk Fish—Mun Yu.

Mullet—Chai Yu.

Oysters—Sung Hoo.

Parrotfish—Kai Tung Yu.

Parch—Tau Lo.

Pike—Fa Pau Poong.

Plaice—Fan Yu.

Pomfret, Black—Hak Cheung.

Pomfret, White—Pak Cheung.

Prawn—Ming Ha.

Ray—Pel Pa Sa.

Rock Fish—Sek Koi Kung.

Roach—Chen Yu.

Salmou (Osteo) fresh water—Ma Yu.

Yuen Yu.

HONGKONG AVERAGE MARKET PRICES.

Corrected 4th July, 1908, per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B.

Corned—Ham Ngau Yuk.

Roast—Shiu.

Breast—Ngau Lam.

Soup, Tong Yuk.

Steak—Ngau Yuk Pa.

Sirloin—Ngau Lau.

Sausages—Ngau Yuk Cheung.

Bullock's Brains—Know, per set.

Tongue fresh—Ngau Li.

Corned—Ham Ngau Li.

Head—Ngau Tan.

Heart—Ngau Sum.

Hump, Salt—Ngau Kin.

Feet—Ngau Keok.

Kidneys—Ngau Yin.

Tail—Ngau Mei.

Liver—Ngau Con.

Tripe (undressed)—Ngau To.

Calves' Head and Feet—Ngau Chai.

Leg—Yung Pa.

Shoulder—Yung Shan.

Pigs' Chitlings—Chi cheong.

Brains—Chi Keok.

Feet—Chi Keok.

Fry—Chi Chak.

Head—Chi Tai.

Heart—Chi Sum.

Kidneys—Chi Yu.

Liver—Chi Koo.

Pork Chop—Chi Pak Kwat.

Corned—Ham Chu Yuk.

Leg—Chu Pei.

Fat or Lard—Chu Yau.

Sheep's Head and Feet—Yung Tau.

Keok.

Heart—Yung Sum.

Kidneys—Yung Yin.

Liver—Yung Con.

Sucking Pigs, To Order—Chu Chai.

Suet Beef—Sung Ngau Yau.

Mutton—Sung Yung Yau.

Veal—Ngau Chai Yuk.

Sausages—Ngau Chai Yuk Tong.

POULTRY.

Chicken—Kai Chai.

Capons, Large, Small—Sin Kai.

Ducks—Ap.

Doves—Pan Kau.

Eggs, Hen—Kai Tan.

Fowls, Canton—Kai.

Hainan—Hoi Nam Kai.

Geese—Ngo.

Geese, Wild Shanghai—Sheung Hoi Ye.

Ngo.

Musk Deer—Wong Keng.

TO-DAY'S EXCHANGE.

THE WEATHER.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. winds, fresh & squally, thunder showers.

2.—Formosa Channel, S. and variable winds, moderate.

3.—South coast of China between Hongkong and Lamoeks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping

Arrivals.

Clearances at the Harbour Office.
Mackew, for Swatow.
Chiehtang, for Canton.
Towran, for Shanghai.
Hoprang, for Canton.
Hangchow, for Shanghai.
Eusichew, for Swatow.

Department

July 5:
Dittie Marn, for Swatow.
Tyiltwong, for Swatow.
Kinkiong, for Shanghai.
Yatan Marn, for Moji.
Amigo, for Heliow.
Fooling, for Tourane.
Kichin, for Ban-ko.
Shiboro Marn, for Sourabaya.
Gregory Apin, for Shanghai.
Himang, for Hongay.
Orid, for Guam.
Kwong-oh, for Canton.

July 6:
Katichang, for Hongkong.
Chiatang, for Canton.
Kurikow, for Amboina.

Passengers departed.
Per *Empress of Japan*, for Shanghai, &c.—
Messrs. J. P. Carter, M. H. Logan; Mrs. C. J. Arrow, Messrs. Pinckney, Hallinan, Hagan, Misses M. C. Berry, Little, Rev. and Mrs. Stanton, Messrs. R. Oakden, Gibson, Williford, Bishop Breat, Mr. O. C. Pomeroy, Mr. and Mrs. Cread, and Mr. Kan.

Shipping Reports.

Sir. *Bojyang*, from Japan:—Strong S.W.
 onsoon high a.p.
 Str. *Soronia*, from Manila:—Had fine, clear
 weather, strong S.W., wind and moderate sea.
 Str. *Hatten* from Coast of Java:—Moderate to
 strong S.W., wind and sea intervals of rain
 throughout passage clear weather.
 Str. *Tourane*, left Marseilles on the 7th June
 5 p.m. departure having been delayed by
 some N.W. gale. Fine passage in the
 S.W. on sea, time and hot in the Red sea
 from Socatra. S.W. on sea, pretty strong S.W.
 onsoon; from Singapore S.W. fine and
 cool passage and hence to Hongkong fine and
 cool.

VESSELS IN PORT.

STEAMERS

Nin. Am. s.s. 31, 386, D. E. Friele, 2d July.
 —San Francisco 26th June, Honolulu 8th.
 Yokohara 20th, Kobe 21st, Nagasaki
 23rd, and Manila 30th, Mails and Gen.—
 P. M. S. S. S. Co.
 —San Francisco Br. s.s. 2, 788, E. Hillie, 25th
 June. Mail via, Kuchinozu 20th June,
 Coal.—Wallem & Co.
 —Hartford Br. s.s. 4, 897, J. Wiseman, 25th
 May.—Moji 20th May, Coal.—M. B. K.
 —Hawerter Br. s.s. 1, 567, J. Jenkins, 2nd June.
 —Saigon 18th June, Rice and Gen.—
 Chinese.
 —Hull of Douglar, Br. s.s. 2, 76, J. Jameson, 1st
 July.—Fort Kembla 10th June, Coal.—M.
 —Hussang Br. s.s. 1, 410, H. S. Malkin, 25th
 June.—Saigon 23rd June, Rice.—J. M. &
 Co. S. S. Co.
 —Imai Maru, Jap. s.s. 1, 569, Mori, 25th June.
 —Baik Pappan 16th June, Bulk Oil.—A. P.
 S. S. Co.
 —Saigon, Fr. s.s. 1, 608, Veyis, 4th July.
 —Saigon, Fr. s.s. 1, 608, Guyot, 4th July.
 —Alvared, Nor. s.s. 1, 606, R. Ronneberg,
 3rd July.—Amoy 1st July, Oil.—Aagaard,
 Thoresen & Co.
 —Heliopolis, Br. s.s. 2, 776, J. W. Martin, 1st
 July.—Chinwangtao 25th June, Ballast.
 —G. L. & Co.
 —Gardn, Ger. s.s. 1, 300, W. Schmidt, 1st July.
 —Saigon, Fr. s.s. 1, 608, Guyot, 4th July.
 —Hann, Br. s.s. 1, 330, C. C. Williams, 4th July.
 —Haiphong and Hoilow 3rd July, Rice.
 —B. & S.
 —Dart Stanley, Br. s.s. 3, 057, J. Cunningham,
 27th June.—Newcastle, N. W. via Manilla
 6th June, Coal.—A. K. & Co.
 —Hathole, Ger. s.s. 831, A. P. Ulidorp, 4th
 July.—Haiphong and Hoilow 3rd July,
 Rice.—A. K. & Co.

Innesdale, Am. s.s., 13,323, Chas. Austin, 3rd June,
Vancouver via Ports and June, and
Shanghai 30th, Geo. — N. Y. K.
Monteale, Br. ss., 3,973; W. Davidson, 23rd
June, Vancouver 28th May, and Shang-
hai 21st, Mails and Gen.—C. P. R. Co.
Oronoke, Br. s.s., 7,737, F. W. Batten, 14th
June, Fremantle 6th June, Sandalwood
Co. Gilmer Co.
Panshan, Br. ss., 1,65, Jones, 26th June,
Saigon 2nd June, Rice—B. & Co.
Patterson, Br. ss., 1,787, R. Cox, 14th June,
Moff 7th June, Coal—J. M. & Co.
Peumphen, Br. ss., 1,065, J. H. Scott, 4th
July, Saigon 2nd June, Gen.—Chinese.
Prasanna, Ger. ss., 1,003, F. v. Mangelsdorf,
2nd July,—Bangk k 22nd June, and Koh-
schichang 24th, Rice, Teak-wood and Salt.
Providence, Nor. ss., 700, C. Cornelissen,
3d June,—Bangkok 21st June, Rice—
Agard, Thorsen & Co.
Ramsa, Ger. ss., 1,14, H. Madson, 3rd June,
Hongkong 30th June, Coal—S. & W. Co.
Reinhardt, ss., 987, F. Frabm, 3rd July,
Wakamatsu (Japan) 26th June, Coal—S.

& Co.
ajah, Gen. s.s., 1,275; R. Petersén, 26-h June,
—Bangkok-16th June, and Kohichang
20th; Rice and Salt.—B. & S.
Torshu Mann, jps. s.s., 999; I. Igichi, 4th
July, Gen.—O. S. K.
Korshing Wor. s.s., 860; P. M. O. Haemp,
3rd July, Saigon.—28th June, Rice—
Aagaard, Thorsen & Co.
umara; Ger. s.s., 507; Meikken, 12th June,
New Guinea.—1st May, and Palao Id., 2nd
June, Copra.—M. & Co.
ongklung, Br. h.s., 987; G. H. Fennestadher,
27th June,—Cabo and Ngilo, 23rd June,
Gen.—B. & S.
rimlock, Br. s.s., 1,330; A. Somerville, 3rd
July,—Hawaii 6th June, Gen.—B. & S.
osa, Br. s.s., 1,000; J. N. Macdonald,
June, Seattle.—2d May, and Bangkok
25th June, Coal and Coppr., etc.—N. V.
K.

Sailing Vessel.
 Steopolla, Br. ship, 2,540. Stewart, 5th June.
 San Francisco 4th April, Case Oil. S. O.
 On

Steamers Expected

Vessels	From	Agents	Due
Nikko Maru ..	Nagasaki	N. Y. K. ..	Fuly
Japan ..	Moji	D. S. & Co	Fuly
Saeki Maru ..	Singapore	N. Y. K. ..	Fuly
M'mora ..	Singapore	P. & O. Co	Fuly
Shinano Maru ..	Japan	N. Y. K. ..	Fuly
Scharnhorst ..	Colombo	M. & Co ..	Fuly
Nippon Maru ..	Japan	T. K. K. ..	Fuly
Kotsang ..	Calcutta	J. M. & Co	Fuly
P. Sigismund ..	Sydney	M. & Co ..	Fuly

DOCK RETURN

HONGKONG AND WHAMPOA DOCKS.			
Essoagon	at -	Kowloon Dock	
Flame	1	50	10
Courtfield	1	50	10
Powhatan	10	50	10
Prior Waldemar	11	50	10
Monteagle	11	50	10
Guanhua	12	50	10
Tangping	12	50	10
Sengkiang	11	50	10
		Cosmopolitan	10

The Ships Passed Casual.

19th May—*Asiyanax, Beleravita, Glinstra*.
 21st May—*Pastawar, Skachyllik*. 22nd May—*Alborge*.
 23rd May—*Armand Bekti, Idomanux, Teer*.
 24th May—*Frachkash, Gueasa, Sasa*. 25th May—*Bead*.
 26th May—*Armand Bekti, Idomanux, Teer*.
 27th May—*Armand Bekti, Idomanux, Teer*.
 28th May—*Armand Bekti, Idomanux, Teer*.
 29th May—*Armand Bekti, Idomanux, Teer*.
 30th May—*Armand Bekti, Idomanux, Teer*.
 31st May—*Armand Bekti, Idomanux, Teer*.
 1st June—*Armand Bekti, Idomanux, Teer*.
 2nd June—*Armand Bekti, Idomanux, Teer*.
 3rd June—*Armand Bekti, Idomanux, Teer*.
 4th June—*Armand Bekti, Idomanux, Teer*.
 5th June—*Armand Bekti, Idomanux, Teer*.
 6th June—*Armand Bekti, Idomanux, Teer*.
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 30th July—*Armand Bekti, Idomanux, Teer*.
 31st July—*Armand Bekti, Idomanux, Teer*.

21st May—*Borneo*. 22nd

10 June—*Linnaea*, *Tamnia* Maru. 29th May—*Aphaca*
 11 June—*Ermand* *Bahle*, *Prins Regent* *Lutyl*. 20th
 12 June—*Belgravia*, *Bismark*, *Prometheus*. 5th
 13 June—*Kennedie*, *Momomukihiri*, *Roop*. 9th
 14 June—*Yorch*, *Isada* *Maru*, *Palkin*. 12th June
 15 June—*Pera*. 12th June—*Imuridye*, *Australian*
 16 June—*Jason*, *Tydem*. 19th June—*Twinn*
 17 June—*Udair*, *Sambia*, *Sutula*. 23rd June—*Glentworth*
 18 June—*Kamohara* *Maru*, *Liberio*, *Kaliow*, *Ning*
 19 June—*Prins Ridel* *Friedrich*. 30th
 20 June—*Sileria*, (Ger.). 30th June—*Orust*. 3rd
 21 June—*Seneca*.

CHINA COAST METEOROLOGICAL REGISTER

July 4th, 1908, a.m.		Bar. Th. Hn.		Wind		Wv.	
Madhavpur	7 a.m.	29.87	53	87			
Amur	6 a.m.	29.85			NE	2	0
Kadake	"	29.85					
Uchko	"	29.83			NW	2	0
Uchko	"	29.80					
Asagaki	"	29.6					
Agoshima	"	29.70			N	6	0
Shima	"	29.77			SW	4	0
Shima	"	29.81				4	4
Shigakijima	"	29.8				8	
Shima	"	29.89					
Shima	6 a.m.	29.79	67	89	SW	2	0
Shima	6 a.m.	29.74	73			1	0
Shima	6 a.m.	29.77				2	0
Shima	6 a.m.	29.76	75	95	SE	0	0
Shima	6 a.m.	29.59	76	95	SE	1	0
Shima	6 a.m.	29.57	74	100	SE	3	0
Shima	6 a.m.	29.73	85	96	SE	3	0
Shima	6 a.m.	29.77	83	87	SW	1	0
Shima	5 a.m.	29.78					
Shima	"	29.86			S	2	
Shima	"	29.86			SW	2	
Shima	"	29.84			W	6	
Shima	"	29.74			S	6	
Shima	6 a.m.	29.82	83	81	SSW	3	0
Shima	"	29.77			SW	7	0
Shima	"	29.82	84		S	3	0
Shima	6 a.m.	29.78	88		SSW	5	0
Shima	"	29.87	84		W	1	0
Shima	6 a.m.	29.96	81		W	0	0
Shima	6 a.m.	29.92	84	77	WSW	1	0
Shima	5 a.m.	29.93	73		W	1	0
Shima	6 a.m.	29.97	83		WSW	1	0
Shima	"	29.95	82		W	1	0
Shima	"	29.93	81			0	0

July 6th, 1908, a.m.									
adivonoch	7 a.m.	29.84	57	87	S	1	2	0	
emuro	6 a.m.	29.07	—	—	SE	1	2	—	
akodane	—	29.04	—	—	—	—	—	—	
okio	—	29.0	—	—	W	4	2	—	
ochi	—	29.51	—	—	SE	1	2	—	
ochi	—	29.58	—	—	W	4	2	—	
oshime	—	29.58	—	—	E	6	4	—	
shima	—	29.73	—	—	E	6	4	—	
aba	—	29.77	—	—	S	2	2	—	
higakijuma	—	29.70	—	—	SW	8	8	—	
onin, 17	—	29.89	—	—	SW	4	—	—	
tsun, 17	6 a.m.	—	—	—	—	—	—	—	
chihaiwa	8 a.m.	—	—	—	—	—	—	—	
ankow	8 a.m.	29.75	77	01	SE	1	0	—	
okioing	—	—	—	—	—	—	—	—	
anghal	9 a.m.	29.72	78	95	NNE	2	3	0mg	
lad	—	29.57	—	—	—	—	—	—	
arp Park	—	29.68	84	100	—	—	—	—	
ow	6 a.m.	29.67	84	87	SW	1	1	0	
yatow	—	—	87	87	WNW	1	4	—	
abukou	8 a.m.	29.71	—	—	—	1	0	—	
cho	—	29.76	—	—	—	1	1	—	
an	—	29.77	—	—	SE	1	—	—	
ashun	—	29.76	—	—	W	5	6	—	
scadocres	—	29.74	—	—	—	—	—	—	
nton	9 a.m.	—	—	—	—	—	—	—	
obgkro	10 a.m.	29.71	8	85	SW	5	3	0pg	
ctoria Park	—	29.71	—	—	SW	5	2	—	
arp Rock	—	29.71	—	—	SW	5	2	—	
biow	9 a.m.	29.72	83	—	—	—	—	—	
kol	—	—	—	—	—	—	—	—	
kol	8 a.m.	29.67	84	—	W	2	3	0	
emura	—	29.74	86	—	S	1	—	—	
St. James	—	29.89	79	—	SW	3	3	0	
avill	—	29.84	75	—	—	—	—	—	
anila	10 a.m.	29.84	74	71	WNW	1	1	0	
gall	—	29.84	75	—	—	—	—	—	
achod	8 a.m.	—	—	—	SW	1	0	0	
gall	—	29.86	81	—	SW	1	1	0	
gall	—	29.86	81	—	—	—	—	—	
gall	—	29.88	83	—	—	—	—	—	

Barometer	29.74	30.66
Temperature	85	87
Humidity	90	90
Relative	8.00	7.00

1000

A Mail will close for—
Amoy—Per *Indra*, 7th July, 10 A.M.
Europe, &c., India, via *Tauricon*—
Polynezia, 7th July, 11 A.M.
Swatow, Amoy and Foochow—Per *Hailan*,
7th July, 1 P.M.
Macao—Per *Sui Tai*, 7th July, 1.15 P.M.
Moji, Kobe, Yokkaichi, Shimizu, Yokohama,
Victoria, P.O. and Seattle—Per *Ma*,
7th July, 3 P.M.
Manila—Per *Yungking*, 7th July, 3 P.M.
Shanghai—Per *Hangchow*, 7th July, 3 P.M.
Hongkong—Per *Quang*, 7th July, 3 P.M.
Haiphong—Per *Matlida*, 7th July, 5 A.M.
Singapore, Penang and Colombo—Per *Kata*,
7th July, 5 P.M.
Hohow and Pakhoi—Per *Haitan*, 7th July,
5 P.M.
Haiphong—Per *Lian*, 7th July, 8 A.M.
Nagasaki, Kobe and Yokohama—Per *Ma*,
8th July, 11 A.M.
Niigata and Shanghai—Per *Yatsing*,
7th July, 11 A.M.
Shanghai, Yokohama and Kobe—
Saxonia, 8th July, 11 A.M.
Macao—Per *Sui Tai*, 8th July, 1.15 P.M.
Yap and Maroun—Per *Sumatra*, 8th July,
4 P.M.
Kochinozu, Kobe, Yokohama, Victoria,
Tacoma, Seattle and Vancouver, B.C.—
Danji, 8th July, 5 P.M.
Shanghai—Per *Kwongiang*, 8th July, 11 A.M.
Yokohama, Nagasaki and Vladivostok—
Kooloon, 9th July, 11 A.M.
Amoy and Newchwang—Per *Kwiyang*, 9th
July, 1 P.M.
Manila, Thursday Island, Cooktown, Cairns,
Townsville, Brisbane, Sydney, Melbourne,
Adelaide, Perth, Hobart, Launceston, New
Zealand and Fremantle—Per *Nikka*, 10th
July, 11 A.M.
Singapore, Penang and Bombay—Per *Ceylon*,
10th July, 1 P.M.
Kobe and Yokohama—Per *Sawaki*, 10th
July, 3 P.M.
Manila—Per *Yungking*, 10th July, 3 P.M.
Dunedin—Per *Holopoli*, 10th July, 3 P.M.
Amoy, Keelung, Shanghai, Nagasaki, Kobe,
Yokohama, Victoria and Vancouver—
Montecla, 11th July, 10 A.M.
Shanghai, Nagasaki, Kobe, Yokkaichi, S-
himizu, Yokohama and Seattle—Per *Minan*,
11th July, 10 A.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—
China, 11th July, 11 A.M.
Manila—Per *Zaffro*, 11th July, 10 A.M.
Europe, &c., India, via *Tauricon*—
Malis, 11th July, 11 A.M.
Europe, &c., India, via *Tauricon*—
Gosio, 11th July, 11 A.M.
Shanghai, Yokohama, Kobe and Moji—
Kyoto, 11th July, 11 A.M.
Manila, F. Wilhelmshafen, Simpsonhafen,
Herbertshöhe, Matupi, Brisbane, Sydney,
Townsville, Launceston, New Zealand, Dunedin,
Melbourne, Adelaide, Perth and Fremantle—
Per *Prins Waldemar*, 16th July, 4 P.M.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT.
Alacrity	despatch-vessel.	700	4	3,000	Commander G. T. K. Fuller	Weihaiwei
Astraea	cruiser, 2nd class	4,363	10	7,000	Captain F. E. O. Ryan	Weihaiwei
Bedford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Weihaiwei
Bramble	river gunboat	710	6	900	Lt-Comdr. Hon. R. G. B. Bridgeman	Weihaiwei
Bromatad	river gunboat	710	6	900	Lieut-Commodore F. B. Noble	Hongkong
Cadmus	sloop	1,070	6	1,400	Commander B. L. Majendie	Shanghai
Cherub	water tank and tug	390	—	300	Master J. I. Wilson, R.N.	Weihaiwei
Clio	sloop	1,070	6	1,400	Commander G. D. S. Rakles	Hongkong
Coma	torpedo boat destroyer	306	6	5,700	Lieut. Commander A. L. Gresson	Weihaiwei
Connaught	cruiser, 1st class	4,360	10	7,000	Captain Roland Nugent	Shanghai
Courtesy	torpedo boat destroyer	273	6	4,000	Lieut. Commander W. H. Durva	Weihaiwei
Crest	torpedo boat destroyer	273	6	4,000	Lieut. Commander Dickens	Weihaiwei
Cerberus	torpedo boat destroyer	286	6	3,900	Lieut. Commander G. A. Framantle	Weihaiwei
Cent	cruiser, 1st class	9,800	14	22,000	Captain G. C. A. Macdonald	Weihaiwei
Cent Alfred	cruiser, 1st class	14,100	18	30,000	Captain Clinton Baker	Weihaiwei
Cerberus	river gunboat	616	4	1,300	Lieut. Commander S. H. Tansy	Weihaiwei
Cerberus	surveying ship	1,070	6	1,400	Commander F. H. Walter	Yantai
Cerberus	cruiser, 1st class	9,800	14	22,000	Captain G. W. Smith	Shanghai
Cerberus	river gunboat	180	2	800	Lieut. Commander G. C. Walcott	Hongkong
Cerberus	river gunboat	85	2	240	Lieut. Commander R. S. Roy	Yantai
Cerberus	torpedo boat destroyer	350	0	6,100	Lieut. Commander J. H. White	Hongkong
Cerberus	river gunboat	85	2	240	Lieut. Commander H. R. Tickell	West River
Cerberus	river gunboat	85	2	240	Lieut. Commander Alan Dixon	Hongkong
Cerberus	torpedo boat destroyer	250	6	6,500	Boat W. Smith	Yantai
Cerberus	receiving ship	4,050	6	—	Commanders H. H. S. Stokes	Hongkong
Cerberus	river gunboat	180	2	800	Lieut. Commander H. R. Gray	Yantai
Cerberus	river gunboat	710	6	900	Lieut. Commander H. T. Atlay	Hongkong
Cerberus	torpedo boat destroyer	355	6	6,300	Lieut. Commander Stevenson	Weihaiwei
Cerberus	surveying ship	620	4	450	Lieut. Commander H. P. Douglas	Port Swettenham
Cerberus	torpedo boat destroyer	300	0	5,900	Lieut. Commander J. Kiddie	Hongkong
Cerberus	river gunboat	195	2	800	Lieut. Commander J. P. Knox	Yantai
Cerberus	river gunboat	180	2	550	Lieut. Comd. H. R. V. Cottrell-Dormer	Yantai
Cerberus	river gunboat	180	2	550	Lieut. Commander G. R. Livingston	Yantai

* Flying Flag of Vice-Admiral the Honourable Sir Hedworth Lambton, C.B., Commander-in-Chief

FRENCH MEN-OF-WAR ON THE CHINA STATION

NAME	FLAG AND DESCRIPTION	TONS	GUNS	H. P.	COMMANDING OFFICERS	LAST REPORTED AT
cruiser	2nd class cruiser	4,320	21	5,100	Commander Pourtales	Saigon
cruiser	river gunboat	280	6	370	Lieut. Anderson	Canton
cruiser	armoured cruiser	4,800	16	8,370	Captain Rochas	Hongkong
destroyer	gunboat	650	10	900	Lieut. de Linars	Shanghai
"Entrecasteaux" (	1st class armoured cruiser	8,200	26	13,500	Capt. Thibault	Shanghai
rly	river gunboat	170	6	500	Lieut. de Malendreville	Upper Yangtze
torpedo	river gunboat	130	4	280	Lieut. Poeh	Tongku
torpedo	steam launch	80	1	270	Lieut. Desmarest	Upper Yangtze
torpedo	steam launch	80	1	270	Lieut. Desmarest	Upper Yangtze

† Flagship of Rear-Admiral Perrin, Commander-in-Chief

Gunboats.		475	—	—	Reserve.	Saigon.
ipère	...	500	—	—	...	...
ion	...	170	—	—	...	...
alouette	...	140	—	—	...	...
ocquier	...	140	—	—	...	...
ornade	...	184	—	—	...	...
imette	...	140	—	—	...	...
stoc	...	141	—	—	...	...
arquin	...	200	—	—	...	Haiphong
chéron	...	armoured gunboat	1,830	8	1,700	Lieut. Bertrand ...
louette	...	gunboat	500	7	400	Commander Radin ...
omette	...	gunboat	500	6	50	Capt. L. Gervais ...
sturgeon	...	sub-marine	700	7	6,500	Lieut. Combet ...
ronde	...	destroyer	300	7	6,500	...
Leau Rivier	...	river gunboat	150	6	155	...
yne	...	sub-marine	70	—	...	Lieut. Marris ...
anche	...	surveying-ship	1,625	10	600	Commander Ragot de la Touche ...
nosquet	...	destroyer	300	7	6,500	Commander De la Roche Keradron ...
arie	...	sub-marine	70	—	50	Lieut. Mounier ...
istolei	...	destroyer	300	7	7,000	Commander Mortenol ...
rotée	...	sub-marine	70	—	50	Lieut. Morris ...
adonable	...	battleship, reserve	0,430	37	6,500	Lieut. Barot ...
tyx	...	armoured gunboat	1,810	8	1,500	In Reserve ...
anban	...	destroyer	280	—	...	Commander Mortenol ...
éfiras	...	torpedo-depot	—	—	...	Lieut. Bikel ...

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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(5) Flamingo of Rear Admiral Richard Foy.
Commanding the Navy School of Torpedo Gunnery.

Manila—Per *London*, 17th July, 3 P.M.
 Manila—Per *Manila*, 18th July, 10 A.M.
 Singapore, Penang and Calcutta—Per
Namang, 18th July, 10 A.M.
 Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimoda, Yokohama, Honolulu and San Francisco—Per *Manchuria*, 18th July, 10 A.M.
 Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Hobart, Launceston and New Zealand—Per *Empire*, 21st July, 11 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippo*, 24th July, 11 A.M.
 Shanghai, Nagasaki, Kobe, Yokohama, Hongkong, Amoy, Swatow, Canton, Peking, Victoria and Vancouver, B.C.—Per *Empire*, 25th July, 3 P.M.
 Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Perth, Adelaide and Fremantle—Per *Tatsumi*, 21st Aug., 5 P.M.

VISITORS AT THE HOUSE:

HONORABLE

Adams, P. R.
Bardes, C. F.
Barry, D. M.
Battilcombe, H. G.
Benson, R.
Bisney, Miss
Bisney, S. J.
Blair, Dr. G. D. R.
Blair, A. B.
Brayfield, T.
Brocley, G.
Budd, A. D.
Bunner, W. C.
Carter, A.
Chewings, Mr. & Mrs.
Chewings, G. P.
Christophsen, J. H. M.
Christophsen, E. A.
Coburn, Mr. and Mrs.
Colvin, H. E.
Condon, H. L.
Corby, J. B.
Courtney, Capt. and
Mrs. M. and child
Crook, A. H.
Dalvesen, J.
Day, E. W.
Edwards, J. E.
Esrom, F.
Fiedt, G.
Foller, Denman
Foller, S. J.
Gallair, Miss E. L.
Gallair, Miss L. R.
Galland, Mrs.
Galland, Mr. and Mrs.
A. J.
Hend, R. J.
Hend, R.
Hartshorn, Mr.
Hearth, Mrs. C. E. and
son

Isaac, Capt. R.
Joseph, S. L.
Joseph, Mr. and Mrs.
E. S.
Klebs, Mrs.
Lewis, L. D.
Lewis, L. E. & E.
Little, A. C.
Louisburg, P. C.
McIntosh, C. C.
McKean, Dr. G. W.
Mead, Mrs. C. W. and
child
Mody, J. H. N.
Mudie N. D.
Osborne, Mr. and Mrs.
C. C.
Niedhardt, E.
Packer, L. R.
Pearse, Dr. W. W.
Peake, A. W. J.
Perkins, T. L.
Perindorge, Dr. & Mrs.
G. de
Ray, E. H.
Roland, L. A.
Rosenthal, Mr. & Mrs.
Stages, A. R.
Stages, Mr. and Mrs.
H. G. and child
Saunders, I. G.
Shields, O. & E.
Spittles, J.
Steger, Mr. and Mrs.
Stebbing, W. T.
Stevens, Rev. A. J.
Thomas, H. P.
Tollidge, G. W.
Wallack, T.
Winston, Mr. and Mrs.
R. J.
Wiseman, Capt.
Woods, J. D.

Hill, H. C.	Wurbsen, W. E.
Hondekot, Mr. & Mrs. Yoodan, Mrs. V. E.	
Compte de	
CONTRACT	
Baker, A. H.	Loponyade, Mr. & Mrs.
Barrett, Miss	Marvin, Mr.
Blanc, P.	May, H. J.
Boulet, E.	Nolan, Capt. J. A.
Berry, Mr. and Mrs. F.	Nowan, S.
J. and child	Parsons, C. B.
Black, E.	Sear, W. A.
Esrom, F.	Shiley, S. D.
Eyre, Mr. & Mrs.	Shiley-Nette, Mr. and
Calc, B. D.	W. A. F. S. and
Gravard, W. J.	child
Grunwald, L.	Stapleton, Mr. & Mrs.
Hersley, R. S.	F. W.
Holmes, H. B.	Stapleton, Master F.
Hough, Dr.	W.
Jack, Mr. C. M.	Thomson, J. W. D.
Kelly, W. H.	Trout, Mr.
Langford, Mr. & Mrs.	Well, H.
Linger, Miss L.	

PAR

Aub. e. Dr.
 Aucott, E. F.
 Burton, Major
 Caruthers, E. S.
 Clarke, F. S.
 Coke, L. & Mrs. B. E.
 Daniel, Fred. W.
 Daniel, Walter J.
 Darling, Col.
 Davies, Hon W. Rees
 Dooner, Capt.
 Enoble, Rev. and Mrs.
 Ellis, Mrs.
 Evans, Miss
 Finch, Capt. and Mrs.
 Galbraith, M.
 Gibson, W. C. E.
 Gompers, L. H.
 Greenhill, L. E.
 Hall, J.
 Hassan, Mr. and Mrs.
 Hill, E. E.
 Hill, E. E.
 Hutchison, Capt. and
 Mrs.
 Adams, M. and Mrs. F. Inga, Mrs.
 R. J.
 Bird, G. F.
 Caldwell, G. E.
 Clothier, Mr. and Mrs.
 H. W.
 Curry, Dr. G. G.
 Fletcher, H. L.
 Hunter, H.

Hockaday, W. T.
 Irving, Edward
 Jones, R. A. M. G. Major
 T. B.
 Kell, Mr.
 Kraus, E. L.
 Lanning, Albert E.
 Lauder, Major
 Logan, Major and Mr.
 Martin, R.
 McClutcheon, Mr.
 Mitchell, R.
 Nash, S. D.
 Morel, Madame
 Palmer, Major
 Reid, Lieut. Col.
 Risaland Mr. and Mrs.
 H.
 Sinclair, A.
 Smith, A. Findlay
 Stevens, Mr.
 Stoppel, Mr.
 Tinsman, Consul
 Watkins, Mr.
 Wharfield, Mr. R.
 Wilder, A. P.
 Worbrook, Mr.

CAIROBOSK

Allen, C. S.
 Fuller, Mrs. and Miss
 Fuller, Master
 Handman, G.
 Hope, Mr. and Mrs. J.
 Kowlook,
 Heising, P.
 Renzel, E.
 Stapleton, Mr. & Mrs.
 Stone, P. E. F.
 Samson, Baron

